



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.



BUICK CLUB

3825 SOUTH SECOND STREET..SPRINGFIELD, ILLINOIS 62703
217-529-5083

VOLUME #2 ISSUE #1

MARCH 20, 1983

Dear Members,

I think you will enjoy this Newsletter a little more than the previous ones because it marks the start of our second year. My new restoration shop is coming along very nicely, the weather is looking brighter and the Car meets are approaching fast, so we can all have something to look forward to.

As to the "First 37/38 Buick Meet"...I did receive about 20 letters saying that they would come to Indy in August if we held the meet. To be honest I really will not have the time to organize a meet this size with trying to start a new business and going to the car shows myself. I would love to see this meet materialize though. If someone out there is willing to take on the responsibility for this event I for one will be there with my Buick Shining and even some parts to swap 'n sell. I will promote the meet through the Newsletter with a full bore effort, but the details will have to be handled by someone else in the Club. ANY VOLUNTEERS??? Let me know with-in the next few weeks and I will work with you to get this meet off the ground.

As to the '83 Rositer...We have 388 members registered to date. Of this amount 197 have sent in their '83 dues and about another 75 have written earlier and pledged to if we went on with the club in '83. Since I told the members in the last issue that we were going on the remaining people are sending in their dues at about 10 per day. I think we ought to wait a couple more weeks before I resign the Club Numbers to other members. I would hate to drop members out of the rositer and then get their checks the next day. Just preparing the printing for the rositer is about eight hours of work, so I would hate to have it wrong by doing it pre-maturely. Since the main confusion with the future of the Club has been caused by myself I am sending this issue to all 388 members although I stated that last month was their last unless they sent in their dues. Some of the members have told me they thought I would send them a statement showing their dues were due, so I guess I should give everyone one more chance to re-up with the Club.

This months issue has some VERY GOOD TECHNICAL articles submitted by the members. You should get a notebook and keep a good file on past Newsletter for future Tech references. I get about 10 letters a month wanting past issues because they lost their copy. Of the 10 issues we published I have extras of about 1/2 of them. If anybody wants them they will cost \$1.50 P.P. If I make Copies off my Master set it costs about \$5.00 per issue and a lot of trouble for me, so please hang on to your originals.

I had a request from a member that we set up a get-together for Club Members at The Buick Nationals at Columbus July 22. Nothing formal, but a get together for a drink & bull session. It would be a good chance to meet each other and also the wives could get together too. Again we need a volunteer to set it up...I would guess that probably 25 to 50 of us will attend, but we might run a questionnaire next issue to find out. Who knows..we might have to rent a bar for the evening to fit us all in. Well I've got to get on with issue #2. Start writing those letters..



BUICK CLUB

3825 SOUTH SECOND STREET...SPRINGFIELD, ILLINOIS 62703

BUICK CLUB RULES & REGULATIONS 1983 EFFECTIVE 1-1-83

POLICYS

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of..

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must participate in some form during the course of your membership.

You must treat your fellow members as "Hobbiest" rather than use the Club For Profit

CLUB POLICY....

All members are entitled to "Free" Advertising to fellow members with exception of "Commercial Vendors" who must pay Commercial Rates.

The Editor reserves the right to refuse Advertising to any Commercial Vendor that engages in Un-Ethical Practices or Advertises Goods that are not up to Claims.

B NON-MEMBER ADVERTISING

Non-Members will be allowed Advertising Free for the purposes of Selling Parts or Cars that are 37/38 Buicks.

C NEW POLICYS 1983

The Newsletter will be published Nine times per year instead of twelve. It will be Bi-Monthly thru the six months of summer

Volume #1 Issue #10 will be the final issue for 1982.

The above changes were voted on by the majority of the members to be effective February 1, 1983.

D DUES & POSTAGE RATES

Annual Dues, United States, Bulk Rate Postage.....\$20.00
Annual Dues, United States, First Class Postage...\$26.00
Annual Dues, Canada, First Class Only.....\$26.00
Annual Dues Foreign Countries, First Class Air....\$45.00

Fiscal Year of Club..February 1 thru End of January

All Memberships expire on January 30 each year.

Membership Fees will not be prorated at any time.....

E COMMERCIAL ADVERTISING RATES

Full Page..\$35.00 Half Page...\$20.00 Quarter Page....\$10.00 Business Card...\$7.50



BUICK CLUB

3825 SOUTH SECOND STREET, SPRINGFIELD, ILLINOIS 62703
217-529-5083

MEMBERSHIP APPLICATION 1983

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE (A/C) _____ WORK (A/C) _____

EXACT MODEL BUICK _____ YEAR _____ CONDITION _____ (SCALE 1-10) 10 BEST

DATE _____ AMOUNT ENCLOSED \$ _____

PLEASE READ ALL CLUB RULES, REGULATIONS AND FEES BEFORE COMPLETEING APPLICATION

(cut here and mail to club office)

A FELLOW MEMBER FROM AFAR.....Jimmy Haggland #299 Cape R.S. AFRICA

1938 BUICK 46C This Car is now undergoing a complete Ground-up Restoration.
GOOD LUCK JIMMY, WE ALL KNOW IT'S A LOT OF WORK, BUT WELL WORTH THE EFFORT....

PROUD 1938 OWNER



As stated in Dealer Bulletin BPS 2.013, page 375, a new type of lock nut known as a "Palnut" was used on connecting rod cap bolts of a few 1937 Series 40 engines. These nuts are also used on the Caster adjuster for 1938 Series 80-90 models.

Figure 6 shows the Palnut tightened against a regular nut and the proper method of tightening (locking) this type lock nut is as follows:

1. Tighten regular nut to desired tension.
2. Turn Palnut smooth face down on bolt with fingers until it comes up snug against nut, (with six turned up sides of Palnut pointing away from regular nut as shown).
3. Then with a wrench tighten Palnut ONLY ONE-QUARTER OF A TURN more to lock it.

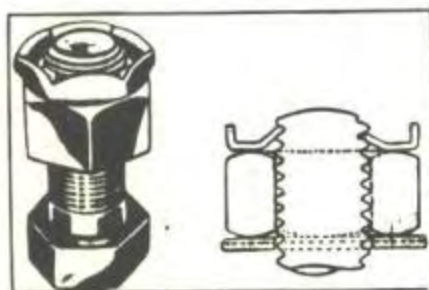


Figure 6

Care should be taken not to tighten excessively with a wrench, as this will decrease locking capacity. When reinstalling a used Palnut be sure it has not been damaged from a previous installation. If so, it should be replaced with a new one.

In addition to engine tune-up, servicing Heavy Duty Cleaner, and Spark Plug Replacement on 1938 cars at 10,000 miles, it has been found advisable to add the following:

1. Examine fan belt for wear, breaks and fatigue. Replace if necessary. An indication of a belt which is fatigued is the concave appearance of outer face, the outer edges being higher than the center.
2. Remove and clean oil line filter screen, Group No. 1.930, Part No. 1302361, which is located back of fitting on right forward end of cylinder head and is used in all 1938 production. See Shop Manual - Page 6-30.

Due to difficulty of removing, without damaging screen, and time consumed cleaning, it is advisable to use a new screen. The old screen may be removed by inserting a common wood screw in the screen sufficiently to allow its use as a puller.

3. Clean radiator cores on cars not equipped with bug screens, by spraying from rear side with a hose and hot water, and blowing out remaining foreign material with an air stream. Bug screens should be cleaned periodically.
4. Check steering gear for lash and adjust as per Shop Manual.

PALNUTS -
INSTRUCTIONS
TIGHTENING -
1937 - 1938

SERVICE RECOMMENDATIONS.
10,000 MILE

Support Our ADVERTISERS

ANTIQUE CARS AND PARTS
UPHOLSTERY CARPETING
CONVERTIBLE TOPS



Bob's Automobilia

RD 2, Box 137
Annandale, New Jersey 0880
201 - 236 - 2403

BOB'S AUTOMOBILIA IS ONE OF THE MAJOR SUPPLIERS OF TOP QUALITY BUICK PARTS.....
BELOW IS A SAMPLE OF JUST SOME OF WHAT BOB CARRIES.

1938 BUICK MAP LIGHT COVERS.....\$35	37 INSTRUMENT PANEL GLASS, SILK SCREEN
1937/38 CENTER HOOD STAINLESS.....\$99	DECALS FOR TEMP, GAS OIL SPEED & BATTERY
DOOR SILLS, CUT TO LENGTH (45")....\$30pr.	COMPLETE SET OF DECALS.....\$10 set,
GRILL & CENTER STRIP EMBLEMS.....\$25	INCLUDES CLOCK
NEW BANJO STEERING WHEELS.....\$225	CONVERTABLE TOP MOULDING, BRASS OVER LEAD,
DOOR HINGE PIN & BUSHING KIT.....\$2.50 ea.	WITH NAILS INBEDDED.....\$8.50 Ft.
OUTSIDE DOOR HANDLE RET. Screws,	STEERING COLUMN TO FLOOR GROMET, BLACK....\$6
STAINLESS STEEL.....\$0.50ea	SIDEMOUNT NUTS, CAD PLATED.....\$4 ea.
37 RADIO GLASS, SILK SCREEN.....\$14	FRONT FLOOR MATS.....\$150

AND WE ALSO CARRY THE FOLLOWING.....

RUBBER MOUNTING PADS....HEADLINERS....CONVERTABLE TOPS....UPHOLSTERY...ENGINE PAINT..
DECALS...LITERATURE....BUICK LOCK ROLL HOSE CLAMPS...WIRING HARNESSSES...DASH AND DOOR
PLASTIC KNOBS AND MUCH MUCH MORE...CATALOG \$2.00..SEND FOR YOURS NOW.

BUICK CLUB DISCOUNT OF 20% OFF

PENN
BALL BEARING CO.
3511 N. American St.
Phila., PA 19140



CALLS UP TO 4:30 P.M. SHIPPED SAME DAY
Telephone: GARfield 3-3105

BEARINGS

WE CARRY IN STOCK—

A B C	GWILLIAM	ORANGE
AETNA	HEIM	POLLARD
ANDREWS	HOOVER	R B C
A T B	HYATT	ROLLWAY
AUBURN	KILIAN	SAGINAW
BANTAM	LINK BELT	SCHATZ
B C A	MCGILL	SEALMASTER
BOWER	M R C	SHAFFER
C J B	MEDART	S K F
DODGE	NEW DEPARTURE	TIMKEN
FAFNIR	NICE	TORRINGTON
FEDERAL	NORMA HOFFMAN	TYSON

OIL SEALS

C/R, TROSTEL, NATIONAL, VICTOR, GARLOCK, GITS

Support Our ADVERTISERS



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

RAY KUEHN

DOOR SILLS
CHEMICALLY ETCHED

81 GRAHAM AVE. N. Haledon N. J. 07508

PARTS FOR SALE

Reproduction Door Locking Buttons..
For Convertables, Solid Brass. They need
plated and are slightly longer than the
originals..\$10.00, limited supply....

Dick Dermarderosian #260
125 Strasser Ave.
West Wood, MA 02090

N.O.R.S. FOR SALE.....

37/38 Sidemount Lock Lugs..\$15 pr. P.P.
37/38 Sidemount Nameplates..\$85 pr. P.P.
(Nameplates Not Available till May)
Payment in Advance Please.....

New G.M. Sidemount Locks..NOT THE OLD STYLE,
BUT WILL WORK..\$50 pr. with advance payment.
Post Paid while they last.

Jack Corliss #279
8735 Lyndora #A
Downey, CA 90242

NEW MEMBER AD....PARTS FOR SALE

During the past 10 years I have parted out
many 37/38 Buicks of all series. Send an
itemized list for used parts needed for
prompt reply. My motto is.." Scrap a 100
to make a 1000 run" Enclose 35¢ as U.S.
Stamps are invalid from Canada.

Robert L. James #371
P.O. Box 531
Whitby, ONT
Canada L1N 5V3
519-941-2000

36-48 40 Series Spark Plug Cover \$40
37-40 Hood \$40
37/38 40 N.O.S. Front Floor Mat (Tan) \$150
37 Buick 4-dr. Wisc. Title \$35
37-40 Left Front Shocks N.O.S. \$40
37-80 Rear Fenders \$100 ea.
37-80 Hood \$50
37-80 Rear End Ass., Overhauled \$375
37-40 Radiator \$30
37/38 40-60 Rebuilt Master Cyls \$40
37-40 N.O.S. Ring & Pinion \$85
37-40 Steering Gear Ass. \$35
38 N.O.S. Rear Shocks \$60 pr.
37-40 Intake & Exhaust Manifold \$60

(NEXT COLUMN)

(FROM LAST COLUMN)

37/38 40 Series Sidemount Tread Cover \$25
37/38 80 Ser. Sidemount End Cover \$25

James Hernke #235
S43 W22151 Beeheim Road
Waukesha, WI 53186
414-542-3532

Engineering Information For Factory
Not Bound.....\$15
1938 Buick Radio Manual For Centerline
& Centerline Dual Radio....\$8
1938 Buick Parts Substitution List,
Great for Swap Meets....\$2
ALL THREE FOR \$22.50 P.P.

PAUL CUSANO #52
266 Passaic Ave
Hasbrouck Heights, N.J. 07604

1937 Buick Centerline & Centerline Dual
Radio Booklet. Great Copy of Original
Book. \$14 P.P.

Dave Lewis #237
3825 So. Second St.
Springfield, Ill 62703
217-529-5083

37 Trunk Lid (Ser 41) Sandblasted \$50
37 Front Doors (Ser 41) Sandblasted \$75
37 Trunk Hold Open Hingde \$5
37/38 Frt. Wing Vents (Gd. Shape) \$35 set
38 1-Running Board Molding 40 ser. \$25
38 Running Board Brackets (40-60) \$25 set
38 Frt. & Rear Bumpers (40-60) \$40 ea.
38 Brk. & Clu. Pedal Ass. Cleaned & Ptd/
& New Bushings, fits 60/80/90 Ser \$25
38 Rear Bumper Brackets 40-60 ser. \$20 se
38 Dome Light Lens \$5
38 Trunk Hold Open Hingde \$10
38 Dash Ash Trays \$10 set
38 60 ser Nose Skeleton \$45
38 60 Hood Side-Panels \$55 set
38 60 Hood & Center Chrome \$100
38 Limited Hood Sides \$55 set
38 Original Owners Manual \$30

(NEXT PAGE)

PARTS FOR SALE

(FROM LAST PAGE)

Some prices may be negotiable....
May be able to transport parts to 83
Buick National Meet.

David Bylsma #117
1724 Green Meadow Ct.
Severn, MD 21144
301-551-3189

Side Hood Stainless Louvers 37/38 \$20 to \$30 ea.
Trunk Hinges \$15 to \$30 pr.

Licence Lens \$15

Trunk Lens \$15

Coupe Licence Plate Tail light \$35

37 Tail light Ass. w/Lens comp. \$65 pr.

Front Fender Light Comp. less lens \$80 pr.

Front Fender Light Chrome, 37/38 \$15-\$25 ea.

Center Grill Stainless 60 Ser \$80

Grills 37 & 38 \$30 to \$100 pr.

Headlight Reflectors & Stainless Rings \$75 pr.

Headlight, Stainless 37/38 \$15 ea.

37 Bumpers, Very Good \$50 ea.

38 Bumpers \$40 ea.

37 Bumper Guards, used \$15 to \$20 ea.

Vent Window Frames \$15 to \$35 ea.

Vent Regulators \$15 ea.

Hood Ornaments, 37/38 \$5 to \$20 ea.

38 & 38 Radios, non-working \$120 ea.

37 & 38 Clocks \$10 to \$25 ea.

38 Jack Complete \$75

Door Handles, in & out \$4 to \$12 ea.

38-80 ser Fnt Fenders, Non Welled, Almost NOS \$70 ea.

37 & 38 Dash Gauges \$10 ea.

37 & 38 Heat Gauges \$40 ea.

38 60 Dry Type, Very Rusty Air Cleaner \$25

38 40 series Air Cleaner, dry type \$30

38 Sidemount Fenders, Covers, 40 ser., No

Script on covers, Rusty, \$800 for the pair

38 16" Wheels \$35 ea.

37/38 Sidemount Covers; plus other Sidemount Parts,

Prices from \$200 to \$325 per set.

MANY MANY more 37/38 Buick Parts

Don Gust #43

RR 1, Box 161

Beecher, Ill. 60401

312-946-2856, EVENINGS ONLY

S.A.S.E REQUIRED ON ALL INQUIRIES

37 Radio for Parts only \$50, Centerline

37 Headlight Pods Only \$25 pr.

37 Marvel Carb & Choke \$100

37 Delco Choke \$35

37/38 Mint 16" Trim Rings \$25 ea.

37/38 40 & 60 Front Floor Mat N.O.R.S \$1

Flying Lady Hood Orn. NOS \$35 for 37

37-60 Rear End Ass \$100..NO SHIPPING

38-41 Doors for parts only

37 Center Steering Bushing Kit NOS \$25

37 Mint Hub Caps \$150 set of 4 rechromed

38 Delco Dealer Radio for Parts \$50

(Tuner under Glove Box & Speaker & Tubes

mount in box over pedals)

Many Engine parts for 40 & 60 Engines

Have 38-40 & 37-60 motors that are apart

Dave Lewis

3825 So Second St.

Springfield, Ill 62703

217-529-5083

SERVICE OFFERED...

Stainless Center Grill Moldings.....

If your molding is not torn I can repair the dents and return the molding to new condition. This service includes removing the normal dents in the area of the bumper and the normal scrapes on the bottom. I can not repair rips in the metal or if the molding has been bent in half. Only the normal dents and dings. Average costs are around \$90.00 plus postage. Send your moldings pre-paid and I will give you a firm price before repair.

Dave Lewis

3825 So. Second Street

Springfield, Ill 62703

217-529-5083

Speedometer Glass Reproductions
KILOMETERS ONLY

1938 KILOMETER SPEEDOMETER GLASS

1938 KILOMETER SPEEDOMETER FACE DECAL

\$30.00 for set plus \$5 postage

E.T. Doucette #220 PSC 1 Box 4738

APO S.F. 96286

1937 Large Series Parts Wanted..
Trunk Hinges
Bumpers
Windshield Wiper Transmissions
Sidemount, Side Covers
Map Light Switch
Long Air Cleaner

ALL PARTS MUST BE N.O.S. or MINT

Robert McLaughlin #78
428 W. Fern Ave.
Redlands, CA 92373

1937-81F Roadmaster, Parts Wanted
2-Roadmaster Name Plates for Hood
2-Stainless Moldings for Frt. Drs. 7 3/4"
2-Stainless Moldings for Frt. Drs 36 1/2"
2-Stainless Moldings for rear doors 29 1/2"
2-Stainless Molding Spears Behind Rear Drs.
1-Hood Ornament
1-Center Grill Molding
2-Sidemount Brackets Above Fenders
2-Rear Doors
1-Driver Door
2-Blue Dot Tail Light Lens

Bill Willard
3504 Ingram Drive
Haymarket, VA 22069
703-754-4901

Wanted for 37 Buick...
Center grill Stainless Molding
James Hulman #247
2863 Irving South
Minneapolis, MN 55408
612-872-7511

Wanted for 38-60 Series...
Engine Splash Pan for Left Side

M.G. Huber #190
404 Vine Ave.
Park Ridge, Ill 60068
312-236-1600 Days
312-698-3276 Eve.

PARTS WANTED

Parts Wanted 1938 Century
Bumper Guards
New Clutch Plate
Heater Switch

Al McMichael #319
424 Temple Ct.
Woodbury Hts., N.J. 08097

1937 Model 47 Parts Wanted...
Front Nose Skeleton
Grills
Center Molding between Grills
Headlights Complete
3- Good Door Striker Plates
Rear Vent Windows
Front Vent Windows
Rear Window Rubber Channel
1-Stoplight Lens

C. Edwards
P.O. Box 1283
Carson City, NV 89702

CAR WANTED....
Want to buy a 1938 Century Sport Coupe
with Opera Seats. Model 66S. Car must be
very nice to Mint. Would prefer to buy
a car west of the Rockies for transportation
reasons.

Charles Carranza
741 Wagonwheel Cir.
Brea, CA 92621

1937 Buick Wanted....
Mint Owners Manual
Original Jack as shown in owners manual
Rear Folding Bumper Guard
Oil Bath Air Cleaner (40 Series)
Tool Kit For Trunk
N.O.S. Outside Door Handles
N.O.S. Trunk Handle, Ser 41
N.O.S. Radio Pads For Running Boards 1 to 8
N.O.S. PARKING LIGHTS
N.O.S. Hood Ornament
N.O.S. Headlight Outer Rings
MINT Trunk Mat for 6-Wheeler

Dave Lewis #237, Editor

PARTS WANTED

Wanted for 1938 Buick....
N.O.S. Ring & Pinion Gears for 60
Series. Part # 1394388

Paul Cusano #52
266 Passaic Ave.
Hasbrouck Heights, N.J. 07604

INFORMATION WANTED.....

I would like to know the locations of any
1938 Buick 80 or 90 series parts cars being
parted out. I need body parts bad...Please
somebody help me. All letters answered or
call collect.

Joe Giordano #333
131 N. Stewart Rd.
Liberty, Mo 64068
816-781-5570

Parts Wanted for 1937 Series 90....
Need all Rubber Parts for Windows and
any other body parts you may have.

Panos Georgopulo #40
38 Hogan Trail
Westport, Conn. 06880

INFORMATION WANTED.....

I have a 1937 91 Series and the only other
two that I have found in the Club are 1- in
Granada Hills, CA #103 and in El Paso, Tx
#238. I wonder if these are the only three
or if some of the 90's that are listed
might be 91's? I guess that I'm like
Jack Corliss with his 91F. I know Jack
and his will be a super car when it's
finished. If the three 91's are all that
is left It would be nice to know. If anyone
knows of any other 91's..Please let me know.

Dick Jones #297
517 Ramona Ave.
Monterey Park, CA 91754

EDITORS NOTE: This is one of the problems
I have had with the members when they join
the Club. The Bulk of you just put 40-60-
80-90 on your application rather than being
specific as to your model.

Parts Wanted for 37-41....

Both Headlight Assemblies
Rear Vent Wings, Very Good Only
Complete Gas Tank
Both Rear Leaf Spring "U" bolt Plates

Norman Pyne #91
1429 Cordova Circle
Sandy, UT 84092

Wanted for 1938...
Hood Ornament and Sender for Gas Tank

Rolland McKenzie #335
3320 Scatterfield Rd.
Anderson, IND 46013

1938 Special...
Front Arm Rest, Upholstery Not Important
Catch Paw for Glove Box

Pat Moorman #156
10323 W. 93rd Terrace
Overland Park, KS 66214

1937-80C....
Need Windshield Side Garnish Molding. It has
special hook to hold roof to windshield
frame. Also need rear seat ashtray bezel. I
would also like to correspond with other
owners of 37-80C Buicks

Robert L. James #371
P.O. Box 531
Whitby ONT.,
Canada
LIN 5V3

CAR WANTED...
1937 or 1938 Buick Convertable Coupe, Conv.
Sedan or Sedan of any series.

John Reynolds #61
21622 Tribone St.
Chatsworth, CA 91311

1937 Buick 1938

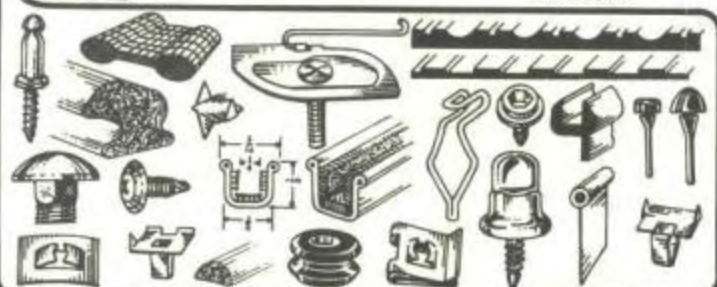
A MEMBER SUPPORTED
NATIONAL BUICK CLUB

Support Our

ADVERTISERS

RESTORATION SPECIALTIES AND SUPPLY, INC.

- WINDOW CHANNEL
- BELT WEATHERSTRIP
- RUBBER WEATHERSTRIP
- GLASS SETTING CHANNELS
- ROLL RUBBER MATTING
- RUBBER BUMPERS & GROMMETS
- SEDAN DECKING
- BIAS, WELTS & WINDLACE
- FENDERWELT
- HOODLACE
- PANELBOARD & COWLBOARD
- CLIPS & FASTENERS
- MOULDING BOLTS
- SCREWS, CHROME & STAINLESS
- FINISHING WASHERS
- BUMPER BOLTS
- TRIMMING SUNDRIES
- SPEED NUTS
- WIRE LOOM



P. O. BOX 328 DEPT. B WINDBER, PA. 15963
PHONE 814 269-3304 (9:00 - 5:00) 814 467-9282 (Other reasonable hours)
EST. 1974 Illustrated Catalog \$2.00

BUICK STEERING WHEELS 1937 THRU 1947



Beautifully recast to your orig. center.
Mold and color from N.O.S.
Center Plastic also available.

Send \$1.50 check for
brochure and color print to:
(please state year)

J.B.Donaldson Co.
701 N. 22nd Ave.

Phoenix, Arizona 85009

When Only the BEST Will Do

USE

STEELE

Quality Reproduction Rubber Parts



C-66

1935-39 Seal, door bottom, held by metal track or by clips. (See C-391 for clips.) 2-door styles need about 3-1/2' per door. 4-door styles need about 5' per side. All models.
C-66 \$ 3.00/ft.



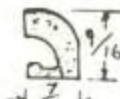
C-391

1935-39 Clip, door bottom weatherstrip retaining, for our C-66 lower door w'strip, to fit 1/4" holes. #4074821. As req'd.
C-391 \$.25/ea.
Doors usually require one clip per every 6". Estimate needs accordingly.



C-229

1936-37 Weather seal, front door upper hinge, steel core as orig., #4066759. Good copy.
1936: All
1937: Ser. 80 & 90 exc. conv't.
C-229 \$ 20.00/pr.



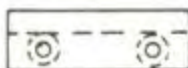
C-411

1937-38 Weatherstrip, door opening, sides & top, #4074312, #4074314. Full profile of superior grade sponge, made for use of clips, type C-303. Compare with C-80.
C-411 \$ 2.25/ft.



C-303

1937-38 Metal clip for attaching door edge weatherstrips C-80 & C-411. For 1/4" holes. #4076045.
C-303 \$.25/ea.
Doors usually require 1 clip per every 6". Estimate needs accordingly.



C-383

1937-38 Weatherstrip, hinge post at instrument panel, #4074396. Steel inserts at holes.
1937: Styles 4467, 4667
1938: Ser. 40 & 60 conv'ts
C-383 \$ 20.00/pr.

WINDSHIELD CHANNELS

B-250 1937-38 Ser. 40 & 60 except convertible (Non-reveal molding jobs)
C-601 1937-38 Ser. 40 & 60 Convertibles (Non-reveal molding jobs)

\$ 44.00/ea. Order C-159 gasket separately.
\$ 40.00/ea. Order C-159 gasket separately.

BUICK MOTOR DIVISION GENERAL MOTORS CORPORATION FLINT, MICH.	
1941 MOD.	41
STYLE NO	41-44-09
BODY NO	5524
TRIM NO	906
PAINT NO	563
TOP ACC.	
BODY BY FISHER	

MODEL SERIES
BODY TYPE
MODEL SERIES
BODY TYPE
MODEL YEAR
FACTORY ID.
TRIM DESIGN
COLOR COMB



1937-38 Gasket, windshield division post, inner & outer, also acts as retainer for outer division bar chrome molding. Steel core, threaded as original for screws. Many models.
C-159 \$ 25.00/ea.

BACK GLASS CHANNELS

C-579 1937 Ser. 80 & 90 exc. conv't. (Non-reveal mldg. jobs) Ser. 80 & 90 exc. conv't. (Non-reveal mldg. jobs) \$ 39.00/ea.
B-206 1937 Models 48,41,46S,46,64,68, 61,66S Styles 4411,19,27,27B; \$ 44.00/pr.
1938 Models 48,41,46S,68,61,66S 4601,11,19,27
(Non-reveal mldg. jobs) Styles 4411,19,27,27B; 4611,19,27



TO ORDER: list quantity, part number, and price, include 10% for packaging and shipping (NC residents also include 3% state sales tax), and mail with remittance to **LYNN H. STEELE, Dept. 37-38, Route 1, Box 71W, Denver, North Carolina, 28037, (704) 483-9343.**
Orders accepted on a prepaid, Cash C.O.D., or Visa/MasterCard charge basis. 1983 catalogs covering Buick or nearly any other American make, except Ford, c. 1925-62, available for \$1.00 per car make, NOTE: Olds and Pontiac covered in one catalog, as are all Chrysler Products.

CARS FOR SALE

FOR SALE 1937 Century Four Door Sedan Series 61 Trunk Back...\$4,500.00

Dale Spain #152
2606 S. 67th Street
Ft. Smith, Ark. 72903
501-452-1358

WANTED TO TRADE.....

1938 46S Special. Opera Coupe...

Want to trade for Two or Four Door
Sedan of Equal Value..1937 to 1941

James Rufener #87
Rt 1
Isle, MN 56342
612-679-1619



COME ON MEMBERS.....WE NEED SOME CAR ADS. THERE ARE
A LOT OF THE MEMBERS WANTING TO BUY OR TRADE CARS.
LET ME KNOW OF ANY CARS YOU HEAR ARE FOR SALE....

X Carl.

NEW MEMBER.....

MICK WHITING #381

1938 BUICK....SERIES 40

BODY BY..HOLDEN

VICTORIA AUSTRALIA.....

NEW MEMBER



Dear Dave,

It is now well over a year since I first received an invitation from you to join a proposed 37-38 Club. I remember being quite tempted at the time, but as I already was a subscriber to Hemmings, Old Cars and Special Interest Autos and a member of the Buick Club of America, as well as the Buick Club of Australia I decided to wait and see.

Well I have waited - and I have seen, and I have liked what I have seen so much that I am enclosing a cheque for \$45 U.S. to cover a year's subscription plus air mail to Australia. I was shown several of your newsletters by John Beagle - a member from Sydney and I just wish I had signed up a year sooner. In one of those issues I found an ad for a '38 Coupe - a car that there are just none of in this country. I have been in touch with the seller and have purchased the car. I am currently arranging freight which is a real headache (perhaps if you are interested I will write an article on how it all turns out).

At present I am the owner of a '38 Series 40 Trunk Back Sedan with body by HOLDEN. Nearly all our pre war Buicks are Holden bodied though a couple of Fisher bodied cars and a few McLaughlin cars have found their way in. Buick exported chassis-cowl set ups which were already Right Hand Drive and from the Windshield back was built here by Holden, which became a subsidiary Co. of General Motors. They look similar at first glance but are quite different to Fisher cars.

My car has the optional sidemounts and still carries the original 1938 Registration Plates - having never been off the road in all that time. The car was in reasonable condition when purchased but not quite good enough to leave and so was completely restored.

In Australia, Buick is in the 'expensive' car class. A new '83 Buick Electra sells for about \$45,000. The cost of getting it here plus converting it to Right Hand Drive does not help of course. But even back in '38 they were not for people who were short of money. Aimed at the upper part of the market they were, perhaps, better equipped than your Fisher Bodied cars with full carpets front and back and other minor refinements, mostly inside the car. I have enclosed a couple of pictures of my car. If you print them your readers may enjoy spending a few minutes spotting the differences between it and a Fisher Body.

Yours faithfully,

Mick Whiting BC#7 #69

Mick Whiting.

1937 Buick 1938

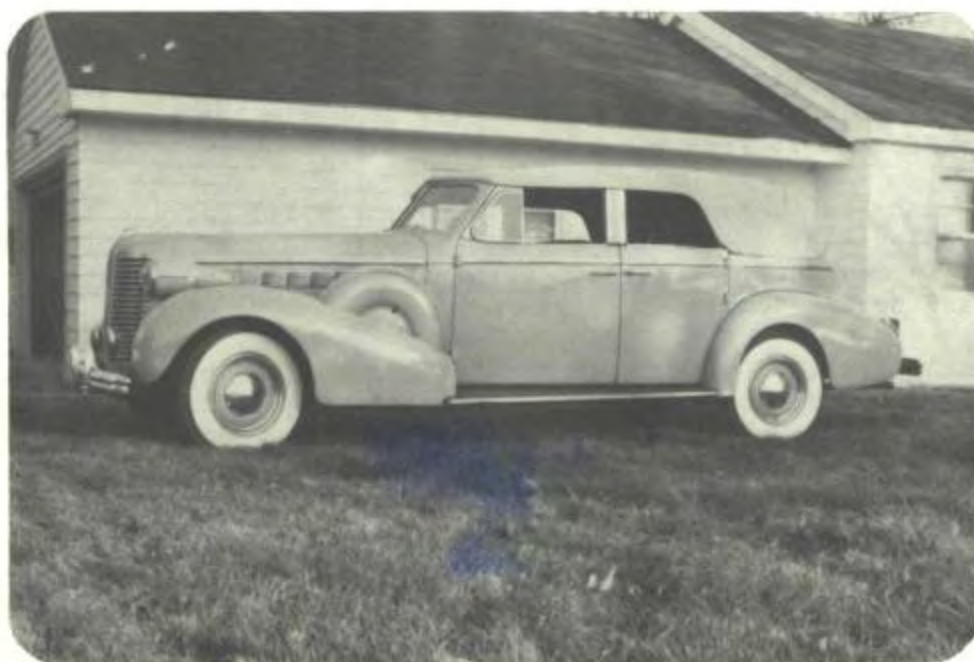
A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PROUD 1938 OWNERS

Jack Diamonds 1938 CENTURY CONVERTABLE..MEMBER #236



Joe Giordano's 1938 ROADMASTER CONVERTABLE..MEMBER #333



TECHNICAL TIPS and MAIL

Dear members..In Vol #1 Issue #9 Bob Trueax #351 wrote an article on "up Grading Buick Engines" and mentioned an article which Bob Pipkin #76 had written earlier. The following letter from Bob is to clear up any mis-understanding his article might have made.

Dear Dave,

Thought I better clarify some points Bob Trueax brought up about my "Up-Grade" article that was published in issue #6.

I personally have used the 41-49 dome pistons in conjunction with the 37 cylinder heads for many years with NO PROBLEMS... I've made this modification to the small 248 engine as well as the large 320 engine with completely satisfactory results. Perhaps I didn't stress to NOT use the 38-40 style pistons with the 37 cylinder head.

The 41-49 piston is "Scooped Out" on the spark plug side and adequate clearance does exist if you use the thick sandwich gasket. The minimum clearance I've ever found was .075 and that was after the '37 cylinder head had been milled .020"

When I use the '41-'49 pistons and the '38-'40 cylinder head I mill off .075" to .125" to compensate for the loss in compression. If you mill the '37-'40 cylinder heads be sure to use the '41-'48 push rods or shim up under the rocker arm stands to maintain correct rocker arm to valve stem geometry.

I apologize for any misunderstanding on the "Up-Grade" article. I don't submit technical tips unless I have proven them to be effective on my own Buicks. I race my Buicks at the Drag Races and "Drive" to all the shows and events.

William Bob Pipkin #76

Thanks Bob and I'm sorry I couldn't get your reply in until now since you sent this letter to me November 21, 1982.

Dave

TIP FROM BEN LEWIS #94 ON A HARD TO FIND MOLDING CLIP....

If you have ever taken the small stainless ring off the Side Covers on your Sidemount you will notice that the Molding Clip is quite unusual. Mine were very rusty and needed to be replaced. I was very lucky to find a man that has them N.O.S.

Nadine Close
Collectors of Antique Auto Fasteners
13426 Valna Dr.
Whittier, CA 90602
213-696-3307

NOTE; You must ask for Chevrolet 1941 to 1946 Lower Hood to Front Molding Fastener #2192. If you need any other clips you might send them a sample for a quote.

BEN LEWIS #94

TECHNICAL ARTICLE BY HANK BATES #326...CENTURY REAR END FOR YOUR SPECIAL....

LONGER LEGS FOR 1937 BUICK SPECIALS

Of all the mechanical work which I have done on my '37 Special Phaeton, perhaps the most satisfying was the installation of a '37 Century (3.9 to 1) pinion, ring gear and differential case, replacing the 4.4 to 1 gears which were standard.

The '37 and '38 Specials are "Naturals" for this changeover, since they have both a high winding rear axle ratio and an excessive low first gear, a whopping 2.94 to 1. The effect of this axle ratio in high gear is excessive noise and engine speed above 50 M.P.H., similar to that obtained in an overdrive equipped present day car in which the overdrive unit is unfortunately not working. The overall ratio in first gear (12.936 to 1) is even worse, approaching the "low-low" ratio found on some truck transmissions. It should be noted that in 1939, Buick made available the 3.9 rear axle ratio as a regular option (certain Specials with police equipment in '36 thru '37 were furnished with 3.9 gears), and greatly reduced the multiplication in first gear by redesigning the transmission.

The effects of my changeover were quite marked; Much quieter operation in high gear at 40 mph and above, and better part throttle acceleration through the gears. High gear acceleration at low speeds is somewhat less, but even with the heavy convertible sedan body the car does not give an impression of sluggishness.

This change is easily (!) done on either a '37 or '38 Special by transplanting the ring and pinion set, along with the differential case from a '37 or '38 Century (if the two cars are not of the same year, differential side gears and thrust washers, differential bearings, and axle shafts must also be changed, according to the '38 BUICK SHOP MANUAL).

Unfortunately neither the axle housing nor the drive shaft from the Century will fit the Special, so the pinion must be removed from one drive shaft and pressed into another, an extremely difficult job without a specialized tool. The differential case must be changed because its ring gear mounting plane is located a slight distance further away from the pinion axis (in the 3.9 and lower numerical ratios), to allow for the somewhat larger pinion head diameter. Additionally, the 22 tooth speedometer driven gear in the Special, located in the transmission, should be replaced with the 19 tooth gear from the Century. The shafts these gears fit on are (at least in '37) of different lengths, but they may be changed by pressing in a vise.

In summary, this is a way in which you can keep your '37-'38 Buick Special original (?) and have some of the benefits of an overdrive, too.

HANK BATES #326

EDITORS NOTE; This was an article Hank sent me that was published in the Bugle a few years ago. I thank him and I know any of you out there with Specials know what a big improvement this will make on our Cars. When I first drove my special on the road I kept feeling I needed to shift the transmission again the motor was running so fast and the whole drive train was moaning. Now I know it's just the low gears they used in the Specials. Thanks Hank for your expert Technical advice.



TECHNICAL ARTICLE WRITTEN BY....AL McMICHAEL #319

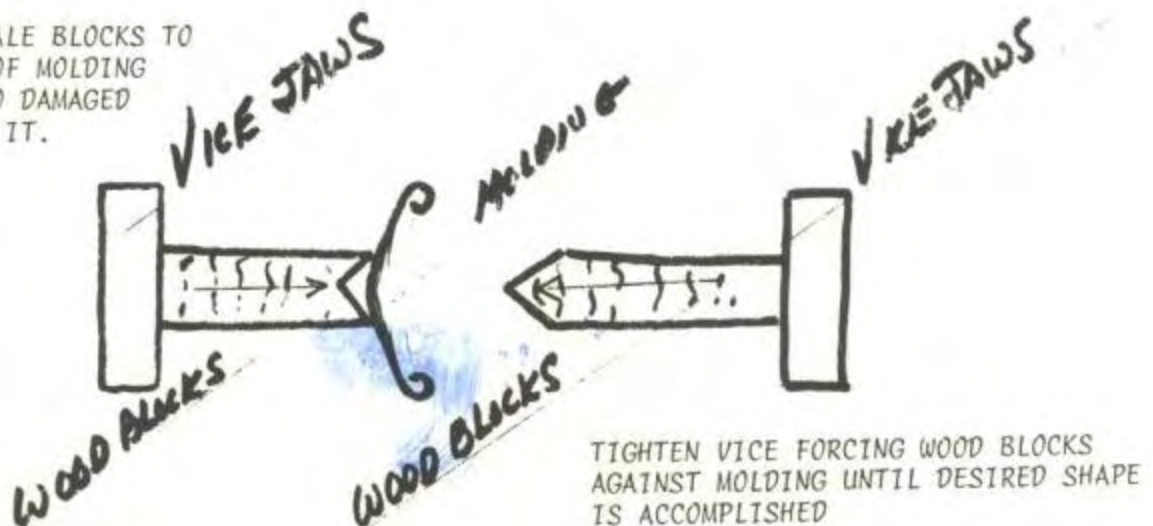
REPAIRING THE STAINLESS MOLDING
BETWEEN THE GRILLS
37/38 BUICKS

To repair the Stainless Molding on the nose of my 1938 Century which was dented in two places, I removed the molding, then cut a "V" in two pieces of 3/4" X 1" wood, (one male & one female), place in a vice with dented portion of the molding in the middle, and then tighten until desired shape is achieved.. See Drawing Below....

Next tap out any wrinkles with a small hammer or hammer and flat punch against an anvil or your vice. Next select a fine tooth file, such as a Points File. Then file across repaired area noting any low spots that need retaping with hammer until file hits entire face of the molding. BE CAREFUL NOT TO FILE THE STAINLESS TOO THIN....The next step is a three step "Block Sanding" process. Start by block sanding with 220 wet paper, then 320 and finally with 400. Using water would make this process easier and give the best results. Your molding at this point should be smooth as glass and ready for the Buffing process. I used for this process a three step kit I purchased from the Eastwood Company. First I used the Sisal Buffing wheel and Emery compound, Second I used the Spiral Sewed Buffing Wheel and Stainless Compound and lastly I used the Loose Section Buffing Wheel and White Rouge Compound. The important thing is to take your time and use the proper tools and the results will be very pleasing.

AL McMichael #319

SHAPE MALE & FEMALE BLOCKS TO
FIT A GOOD PART OF MOLDING
AND THEN APPLY TO DAMAGED
AREA TO RE-SHAPE IT.



Dear Dave,

I received my latest issue recently and as usual I thoroughly enjoyed it. The article or comments you had about the members participating or contributing to the publication really hit home with me. I have been show chairman for our local show in Memphis for the last two years and without help from the other members, it would almost be impossible to have a good show.

I would like to offer my services to you in what ever capacity you would need. I have been trying to think of something on my 38-66S that really gave me a problem in finding the parts and I believe the brake system was one of the things that took the most time and effort to trace current part numbers and so forth to have a new brake system. I am enclosing an article I have written that may help some of the other members.

Dennis Russell #240

TECHNICAL ARTICLE..By Dennis Russell #240..-BRAKES & FINDING THE RIGHT PARTS

When I started trying to trace down the parts to put a new brake system on my 38 Buick 66S I took all of my old parts to several parts stores in Memphis and thought I had run into a real obstacle until I went to the main branch of our N.A.P.A. Auto Parts Store. When I got there I told the front counter I wanted to talk to the man that had worked on the front counter the longest period of time. After a long wait finally a man about 65 years old came up from the rear. The man asked me what I wanted and I told him what I was trying to rebuild and he proceeded to look through current catalogs without any luck and then he told me to wait at the counter for a while and that he would be back. In a few minutes he came back to the counter with an old catalog he dug out of an old box that had been away for the past few years. He started going through this old catalog and tracing the old numbers and the revised numbers until we finally came up with the current numbers. We found that the front wheel cylinders kits were NAPA United Brand #35, the rear wheel cylinder kits were #21.

After we had found the wheel cylinder kits he started working on the hydraulic hoses. We found the front hoses between the frame and front wheel was a NAPA United Brand #4497 and the hose in the center of the car was a number 35019. We also found the master cylinder kit was #3 in the NAPA line. We also found that the front wheel seals were a C/R Brand with part # 20139.

I hope this information will save some of the other members some of the leg work that I went through.

Dennis Russell #240

Thanks Dennis...Dennis sent this article to me last October and this is the first chance I have had to get it in the Newsletter. I know the members appreciate this type of input and I wish the members would take the time to write. It may take a month or two to get your article published, But It will appear. Dennis has also offered to write an article on Valve Guide Seals and I am taking this time to urge Dennis to send it in as soon as possible. Thanks again Dennis.

Dave *Dave.*

Dear Dave,

A 1937 Buick Series 66 has been a very big part of my life and will continue to be so. I have used my car in a very different manner than most people use these fine automobiles.

My association with Buicks started in late 1956 when I purchased a brand new 1957 Chevrolet Del Ray with power pack and standard shift. I was going to set the drag strips on fire with my super fast chevy. It was super fast, but it seemed that everyone else had one that was a little faster. It was discouraging to lose all the time so I started looking around to see how other people were winning. In a lower class of drag racing a fellow was winning every week with a 1939 Buick Century Sedan. I knew Buicks were fast, but I never realized how well they performed against Fords and Chevys of the same era.

I never forgot how that '39 ran so when I got the chance to buy a '37 Century sedan for \$60.00..I jumped at it. I felt I could win also if I had a Buick. It wasn't as easy as it looked, but after a few months I was winning at the drags. I campaigned this car at many southern California strips and had a lot of success and a ton of fun. The Buick was very dependable, strong and never broke. Many a Ford flathead owner watched with amazement as the big Buick sedan pulled away from them.

I felt if the Sedan was fast a Coupe would be faster. In late 1957 I traded the sedan and \$50.00 for an Opera Coupe. After a minimum amount of preparation the Coupe was going quicker and winning more often than the Sedan. A few owners of early Oldsmobile 88's were also left at the starting line.

In 1958 my racing and free style were changed by a draft notice and a marriage license. The Buick became my only car and took my new bride and I on our honeymoon and to Texas and Oklahoma for basic training. After the service it served as basic transportation for the next several years until I could buy a newer car. In 1965 it went into the garage and didn't come out for 10 years. Rebuilt front suspension, new brakes and a motor overhaul brought it back to life.

By this time old time drag racers were running an annual race called the "Antique Nationals". To run you had to have a 1948 or older car. I couldn't help myself and had to find out if the old car could still win.

The races were the handicap type or "Bracket Races". I won my class in 1975, 1977, 1979, 1981 and 1982. My 1982 win was over 1936, 1937 and 1938 Century Coupes.

I know that many Buick owners would not approve of how I use my Buick, but it has added much to my life and I wait with anticipation for the Antique Nationals to come around in late spring.

The car is still waiting for restoration, but will not be torn apart until I can finish building a car to take its place at the drag strip. I have most of the pieces to put together a 1937 Buick half ton pick-up. (Very Rare?)



George Gerberick #136

EIGHT STRAIGHT REASONS FOR A

EVERY Buick motor car for 1937 registers striking and substantial style and engineering advances over the best we have previously produced.

Yet the heart of this marvelously good automobile—the quiet, rugged, durable power-plant—remains in its essentials unchanged.

That means the brilliant new Buick, higher-powered in every size and type, has a straight-eight engine—more important than that, a valve-in-head straight-eight.

It would have been cheaper for us to have gone to another type engine, or to fewer cylinders, if cost were our chief concern—but we did not, for these eight straight reasons that ought to appeal to any sensible man's money:

① The valve-in-head engine gives ten per cent more power from every gallon of fuel than any other type of engine size for size

② In the valve-in-head straight-eight you use less fuel per cylinder

③ You have a better starting, cleaner running, freer breathing engine

④ You have less vibration

⑤ You get a smoother and more even flow of power

⑥ You put less load on the bearings

⑦ You get longer life from the whole power plant

⑧ And in the valve-in-head design you have the engineering principle used by every world's record holder on land, water, or in the air

The model illustrated is the Buick SPECIAL 4-door Sedan \$845 list at Flint, Michigan. Fenderwalls extra.



WHEN
BETTER AUTOMOBILES
ARE BUILT BUICK
WILL BUILD THEM

YOUR MONEY
GOES
FARTHER IN
A GENERAL
MOTORS CAR



"It's

Buick Straight Eight!

Buick cars have the genuine economy of all fine and durable things—economy based on quality insured by General Motors science and Buick workmanship

Buick again!"

JUST IMAGINE! A stunningly handsome and thrillingly powerful Buick 4-door sedan—with valve-in-head thrust and eight-cylinder smoothness—has a list price only \$54 more than the average list of all 4-door sedans outside the lowest price field. Buick prices start as low as **\$765**

GENERAL MOTORS TERMS TO SUIT YOUR LIKING

list at Flint, Mich. Safety glass included. Standard and special accessories groups on all models at extra cost. Prices subject to change without notice.

Dear Dave,

Below and on the following page is a Technical Article on the modification I did on my '37 Century 2-Dr about three years ago. I've driven the Buick every where since then with no trouble at all. At 55 M.P.H. I get 15 M.P.G. on regular gas and that's not too bad for a 3800 pound Buick with a 320 C.I. Straight Eight.

WILLIAM BOB PIPKIN #76

SEE DRAWINGS ON FOLLOWING PAGE.....

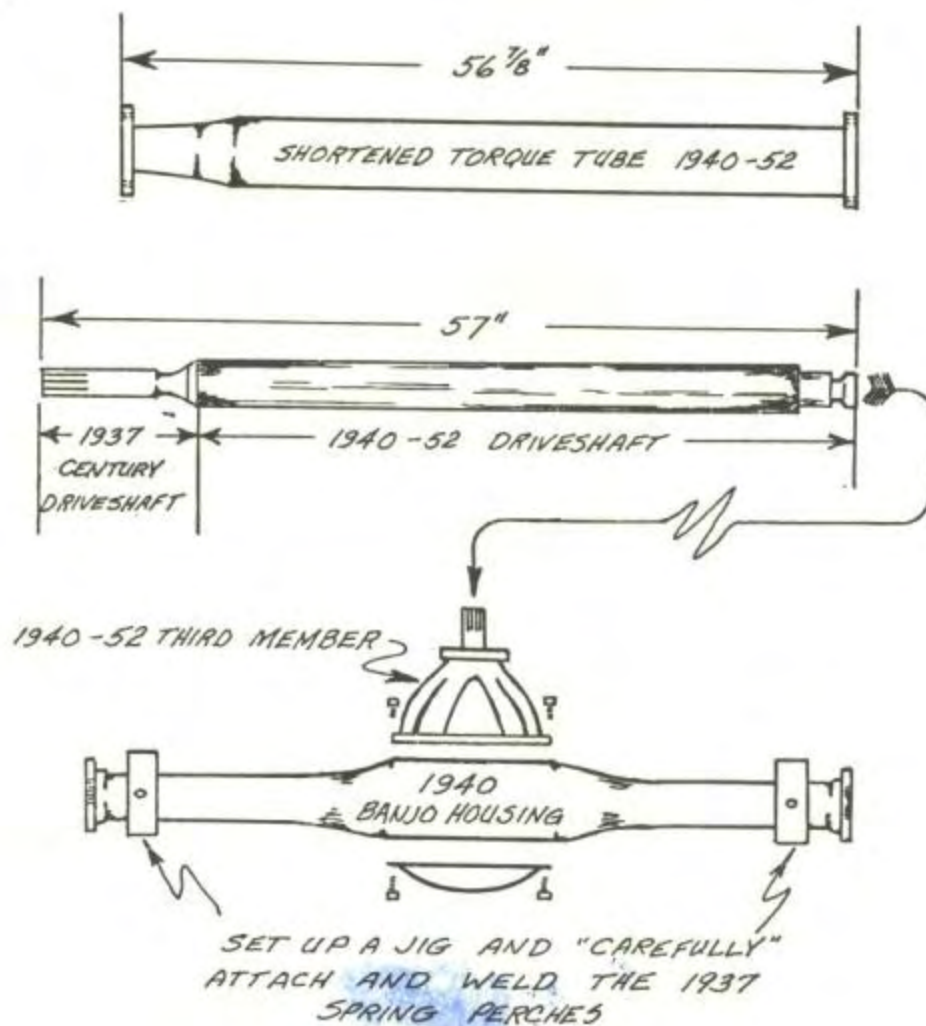
Upgrading the 1937 Century rear end to obtain larger axles, larger pinion bearings and carrier bearings; also will result in a better gear ratio selection. Use 1940 series 40, 50, 60 or 70 rear end assembly; torque tube, drive shaft, third member, axles and banjo assembly.

1. Cut off radius arm tabs from 1940 torque tube.
2. Shorten torque tube to exactly 56 7/8" over all length. Have a drive shaft shop do this in a lathe and reweld it straight.
3. Remove the radius rod bracket from the 1937 torque tube and relocate on the shortened 1940 torque tube. .
4. Cut off the spring perches from the 1937 banjo housing. Be careful here, leave a slight amount of metal around the spring perch so it can be welded to the 1940 banjo housing.
5. Cut all the extra tabs and brackets from the 1940 banjo housing. Set up a jig to locate the 1937 spring perches on the 1940 banjo housing.
6. Use the splined front of the 1937 Century drive shaft. Shorten the 40 drive shaft and weld the "stub" front end of the 37 Century drive shaft to the 1940 drive shaft. Make these cuts and welds accurate!
7. Press the "new" 37-40 mated drive shaft onto the pinion of a 1940-52 third member assembly. A ratio of 3.60 or 3.90 is ideal, 1940 Centuries and Roadmasters had either a 3.60 or 3.90 ratio.
8. Bolt on the new shortend 1940 torque tube and the 1937 radius rods.
9. Reuse your 1937 backing plates and brakes if wanted. If the rear end assembly from the 1940 Buick you are using is from a Century or Roadmaster, now is the time to go to 2 1/4" rear brakes. If you do this, just leave the backing plates and brake assemblies intact on the 1940 banjo housing.
10. Install the 1940 axle shafts. 1938 to 1940 axle shafts from the series 60 and 40 cars will work here; also 1940 series 70.
11. Bolt the entire completed unit under your 1937 Century and enjoy your "upgraded" Buick.

This same basic operation can be done on the 1937 Specials and the 1938 series 40 and 60 cars. The dimensions on the torque tube and drive shaft would be different of course.

PART #2..ARTICLE BY, WILLIAM BOB PIPKIN #76

1937 CENTURY DRIVELINE MODIFICATION



PROUD 1938 OWNER

Dear Dave,

I always enjoy receiving Swap 'N Sell especially because I can just sit back and read it free of all the concerns that go into putting it together. But, there isn't a club without member participation so, I got out of my chair and dropped you this note. I don't think members realize that it can be very simple to put on a meet locally. All you really have to do is find a location (a public park setting is free and more often pleasant compared to a motel parking lot), set a time about 1½ months in advance of the meet, notify those in your area and you have a meet. Just getting together is enough. Attendees can bring spare parts to swap 'n sell and their own refreshments. You don't need prizes, especially for the first couple meets you hold. It's Easy..It is also easy to type out a story about your car, it can be done in about 30 minutes while you sip a cup of coffee, including typos. So here's my contribution to the Newsletter....

Frank Wrenick #25

STORY BY FRANK WRENICK #25...His 1938 Buick Special

We'd always sort of liked old cars but having just gotten out of school a few years before. we didn't actively look for one that we wanted to own. But, one drab March sunday here in Cleveland I decided to thumb through the antique car ads in the local paper. There was the usual array of Fords & Chevys, and there was one 1938 Buick Special Trunk Back four door sedan for only \$600.00. Right then, the bug bit. With little resistance from Elaine, we dropped the paper and gave the owner a call. Yes, he'd be there all afternoon and we could see the car whenever we wanted. I told him we would be right out.

It was only about a 20 minute drive, which was another attractive feature about the car. We arrived at the owners house and, being the good salesman he was, the car was parked in the driveway in front of his house. I am afraid that I had decided to buy the car the minute I saw the ad in the paper, but I couldn't let on to him or Elaine. I had to make it look like it was going to be a carefully considered purchase after a complete inspection of the Buick and a test drive.

The car was from New York and the owner said it had belonged to the proverbial "Little Old Lady School Teacher" who only drove it on Sundays. As it turned out, I think it might have been true because we found a sun visor vanity mirror on the drivers side of the car where it had obviously been for many years. Because of the New York State requirements that all cars have Turn Signals, the Buick had a Sears column mounted turn indicator and seperate turn lights had been mounted in the front and rear fenders. The dash board had also been drilled to accomodate the turn signal flash indicators. Out side of that the car was original including the moth eaten rear carpet and the battered front floor mat. After a walk around the car and a peek under the hood we took off on a test drive. The owner had very long legs and the seat was very far back. When we tried to move it forward the latch jammed so I had to assume that very regal posture you often see in Buick sales literature from that era. Sort of with your head tilted back, arms out stretched and eyes looking intently. but calmly straight forward.

CONTINUED NEXT PAGE.....

PART 2 Frank Wrenick #25 Story



The Car started right up but it did smoke a bit..well, a lot. Oh no, I thought, how can this problem be passed off so that Elaine would still agree that the Buick was the old car we couldn't do without..So, down the road we went. It drove nicely in all other respects and we were soon back at the owners house.

One more walk around the car..just to stall for time..and I then told the owner we would have to talk it over. He thought I meant we'd go home and maybe call back in a day, or a week. or never. He was sort of surprised when we said, "Just a minute" and ambled down the driveway a little bit to "talk" it over. Elaine was as enthusiastic about the Buick as I was! She loved it!!! Well, we just sort of hung around for a while like we were still weighing whether to buy or not, then walked back up to the Buick and sort of "kicked the Tires", once more for effect. Being the "Sharp Bargainers" we are..we offered him the \$600.00 he was asking. What can you say when someone gives you your asking price? The Buick was ours.

After the nasty paper work was taken care of and everything signed and notarized, we drove off in our "brand new Buick". That was in 1969. Seems that once you have a Buick you always have a Buick. We just drove and enjoyed the car that summer. Then, we decided that the original, but tacky Homer Grey paint job had to be renewed and maybe that smoking problem should be tended to also. And, it wouldn't hurt to have some new tires either would it. And, as long as we're doing all this might as well get all the chrome work redone..and the camel was in the tent. But, William, was worth it all.

The mechanical work was done by an expert at a local garage and the chrome was done in Ohio. The paint work was also done locally and we left the interior as is because it is still fairly good. We have driven our Buick some 4,000 miles since the rebuild and it's all been trouble free.

WHEEL PINSTRIPIES..ARTICLE BY HUGH PATTERSON #300...

DRAWING NEXT PAGE....

Dear Dave,

In response to the gentleman who wanted an accurate pattern of the striping for the wheels on 37/38 Buicks I have made the attached sketch using the wheels from my '38 BUICK Model 41. The car is original, including the paint and stripes. I took my measurements as accurately as possible, but as you can see, the curved surface makes this difficult. I used 2 measurements for locating the inner stripe (6 1/8 or 3/4) so you have a choice. Without the Hubcap you would use the 3/4 dimension and with the Hubcap, the 6 1/8 dimension. I can't say if these dimensions are the same for the '37 Buick. I can't tell you how to do it either, but it appears the factory used a mechanical means as the stripe is too consistant and there is a slight paint build-up on the edges of the stripe (a striping brush would not do this). I also can't help you on materials, but have read somewhere to go to a PPG store for pinstripe materials or a sign company might help out. I hope this will help out.

Hugh W. Patterson #300

Dear Hugh,

Thanks for your excellent work. If more people like you would take the time to help others I would have more material than we could ever print, and thats what I want. I would like to add my experience to your article also. When it came time to have the wheels striped on my '37 I ran into a problem. I took them to a local sign shop and they said they were originally done by "Master Pinstripers", by hand, not machines. They had a man in their employ up until about a year before, but no one that could do it now. They thought they could do a good job with their pinstriping wheel tool. They set the wheel on a turn table a turned the wheel while holding the tool against the wheel. Well....it looked "Fair", from 20 feet away, but not near good enough for me and my Buick. I paid them and left to go home and remove them and start over, \$50.00 poorer.. I then talked with a man at a body shop that claimed he could tape the wheels off with 1/8" masking tape and spray them. I was some what skeptical, but told him to go ahead. Much to my surprise, They came out almost perfect and I am very happy with the results. If any of the members have a body shop in their town that does Custom Painting they will have a guy who can do the job. A normal everyday body & Paint shop would not mess with this type of work. The only way to really do the job 100% original would be to find a "Master Pinstriper" in your area as they can do the best. Thanks again Hugh as because of your efforts the members now have an accurate dimension chart to start their work with.

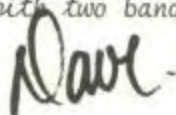
Dave



NOTICE MEMBERS....

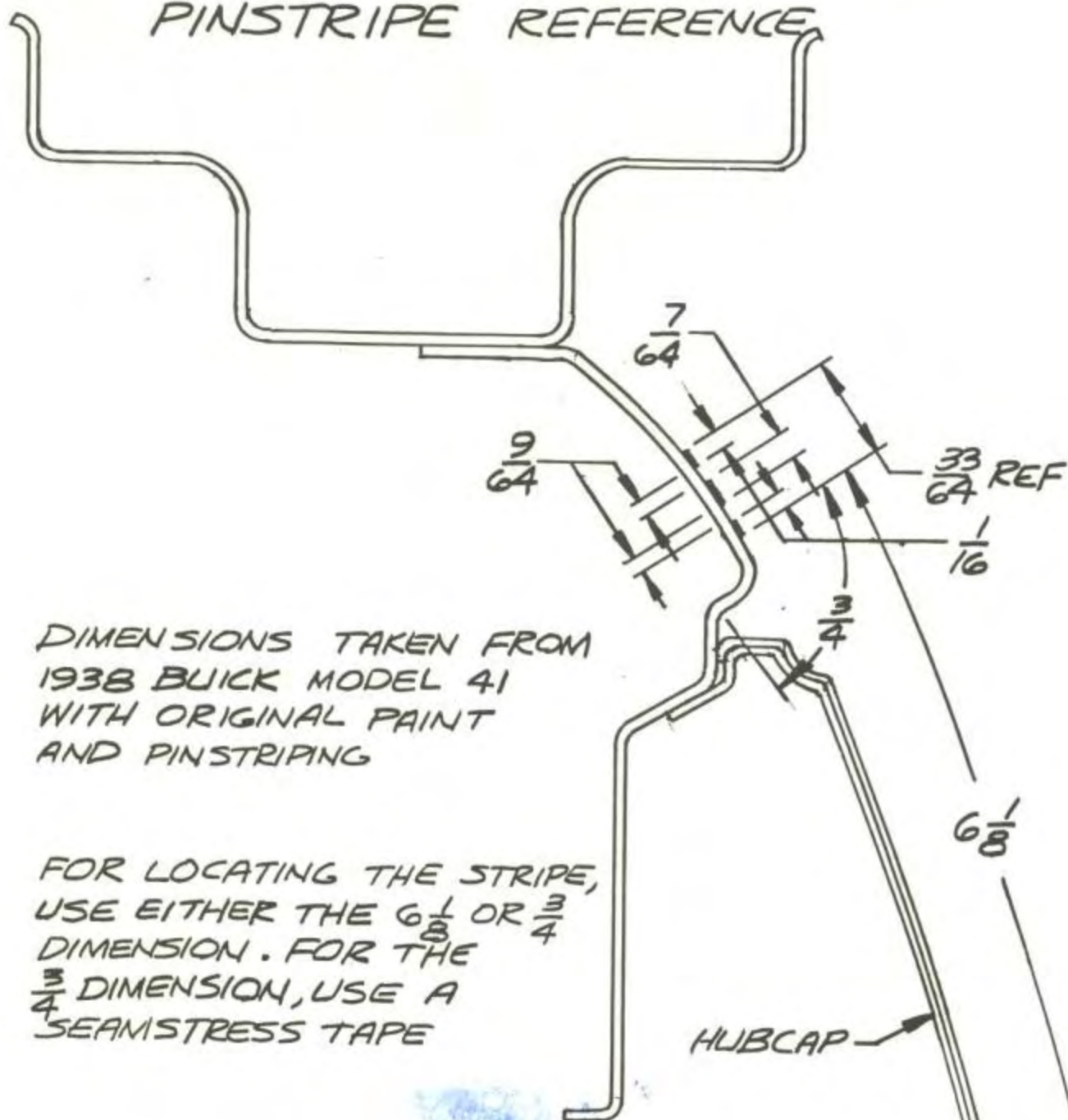
The Full Page Ad shown on page 20 and 21 was sent in by Richard Parkes #169. The item about this Ad that struck me the most is it settles the issue about Hose Clamps used on 37/38 Buicks. There has been a lot of arguments as to what type of clamps were used on these cars. The Original type Clamps shown can be purchased through one of our Advertisers..Bob's Automobilia, Annandale, N.J. See this months issue for his Advertisement. The Heater Hose clamps were different as the heaters were Dealer installed and were of a different design clamp. They were made with two bands with a single screw across them. They are not hard to find.

PAGE 26



TECHNICAL TIPS

1938 BUICK WHEEL PINSTRIPE REFERENCE



DIMENSIONS TAKEN FROM
1938 BUICK MODEL 41
WITH ORIGINAL PAINT
AND PINSTRIPING

FOR LOCATING THE STRIPE,
USE EITHER THE $6\frac{1}{8}$ OR $\frac{3}{4}$
DIMENSION. FOR THE
 $\frac{3}{4}$ DIMENSION, USE A
SEAMSTRESS TAPE

NOT TO SCALE

H. PATTERSON
24 SEP 82

MEMBER #300...

Dear Dave,

In the last issue of the news letter, there was a request for preparing your car for a longer tour, in this case going to the National in Indiana. I wrote the following article for our local CHVA newsletter, and then it was reprinted in the AEV, CHVA's National publication. At any rate, here it is again with a few slight modifications to make it appropriate for 37 and 38 Buicks going to a different area of the country. Hope you feel it is worth using.

I had also written an article on installing an electric fuel pump in the fuel system, using a switched source of power, so it could serve as a backup, full time, or to pressurize the system before starting the car following an extended period of idleness. This article will also be coming to you, but Dug Waggoner is going to illustrate it first, and will send the whole thing to you.

IRON DOC'S FILINGS

You have decided you would like to drive your Buick to the 37-38 National Meet in Indiana next Summer. Maybe you will even get a chance to drive it around the Indianapolis Motor Speedway. Well, that shouldn't provide much of a problem, but getting it there could if you don't check out a few things first.

First on the agenda should be a good tuneup. Sparkplugs and points should be replaced if they show wear, or have been in use for 10,000 miles or more. The condenser should be replaced if the points show pitting. If they are still smooth and no buildup shows on either of the points, don't replace them, but carry a spare in your glove box just in case. The rotor and distributor cap should be replaced if they show signs of wear or corrosion or in the case of the cap, there is any sign of cracking. Plug wires should be replaced if they are approaching two years of age or more. The carburetor should be cleaned and adjusted if this hasn't been done for the last 25,000 miles or so, or if it is giving problems. Also check the vacuum advance system to be sure it is working properly. The air filter should be serviced according to what your car requires. Timing and idle should also be set.

Very important on any extended trip is your cooling system, so be sure it is a cooling rather than an overheating system. Be sure the radiator is clean and working to full capacity, and that the fan, waterpump, fan belt, and all hoses are in first rate condition. If your hoses are nearing retirement age, replace them, and the same goes for the fan belt. Keep in mind that your route may take you through mountains or long stretches where replacement parts simply are not available, so be prepared.

Brakes are always very important. Check to be sure your car has plenty of lining and that the cylinders are not leaking. Also be sure they are adjusted properly.

A check of the exhaust system is in order since a leaky one would not only make things uncomfortable, but is also rather dangerous.



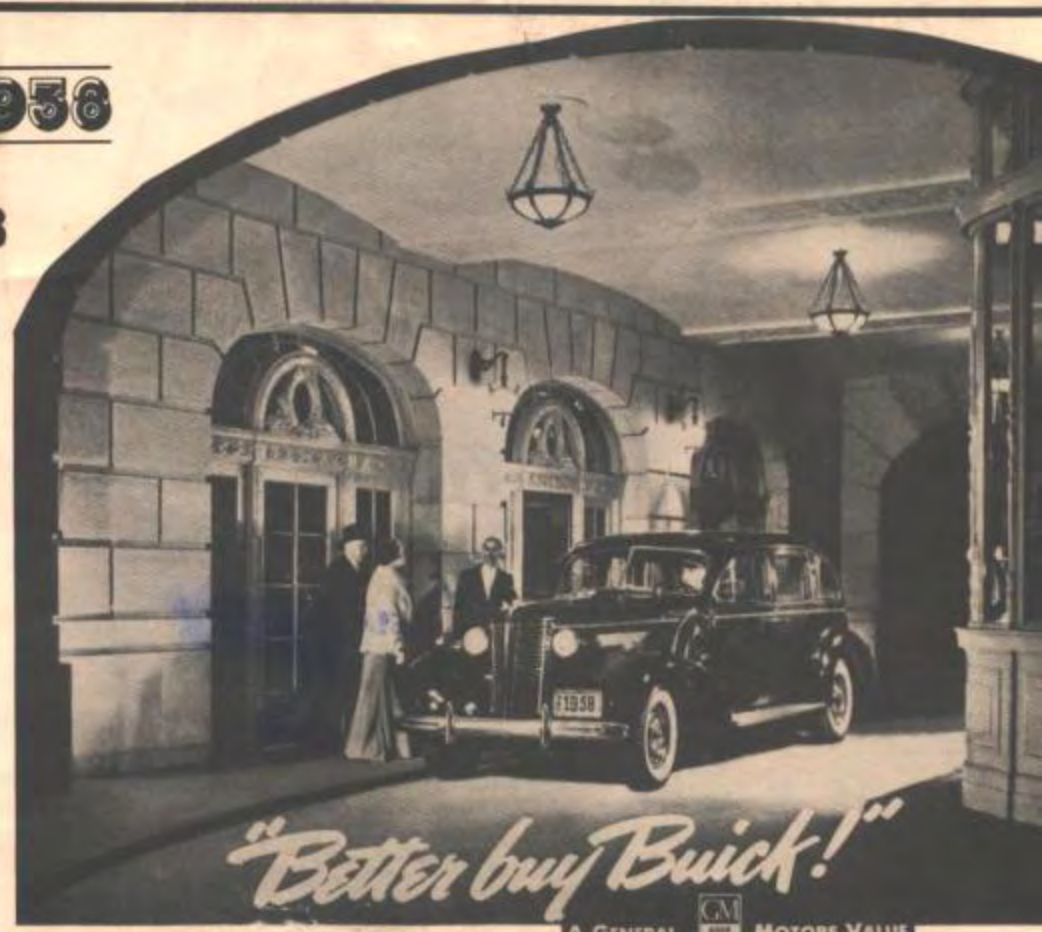
SWAP N' SELL NEWS BULLETIN
3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703
ADDRESS CORRECTION REQUESTED

1937 Buick 1938

BULK RATE
U.S. Postage
PAID
Permit No. 76
Springfield, IL

1937 Buick 1938

NATIONAL BUICK CLUB



"Better buy Buick!"

A GENERAL  MOTORS VALUE